

THE

EDMONTON DISTRICT

OF THE



Saskatchewan Valley.

INFORMATION FOR INTENDING SETTLERS.

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REAL ESTATE.

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Why wear your life away, struggling for a place among men in the older lands, when there are thousands of acres of the finest land on this green earth to be had free or at small prices. Think of it near EDMONTON, the centre of the far famed North Alberta country, there are great tracts of improved and unimproved farm lands to be had near to markets, railroad, churches, schools, etc., with all the advantages of civilized life, and in the best governed country under the sun, where your property is your own and your life secure. Lands that will make you rich simply by the increase in value. Read this Pamphlet carefully. It tells you much about this great land, and for any further information write me; it will be a pleasure to answer you as far as I can.

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BOX 168.

EDMONTON, ALBERTA.

A Land of Wealth.

Food is Wealth.

Wealth is the world's desire—the assurance of ability to procure the necessities and luxuries of life. The first necessity of life, and its greatest luxury, is food. The cost of food is the standard of value and the measure of wealth the world over. That country has the greatest wealth from whose soil labor produces substantial food in greatest abundance. Gold is not wealth. Its value is as a medium of exchange; or rather as a standard for the actual medium of exchange. And a gold producing country is not necessarily a rich country. It may be for a time; while the gold is being produced. But the richer the mines the more quickly they are exhausted. The supply of gold is not renewed, and the gold country that is to-day the richest on earth, may in a few years be the poorest, and remain so for all time.

Inexhaustible Riches in the Soil.

But the wealth of a farming country need never be exhausted. Its soil may go on producing for thousands of years if the necessary labor, skill and intelligence are applied. The conditions are that there must be fertility of soil, and suitability of climate. There must be labor to turn the latent riches to account. And there must be opportunity to apply the labor to the soil in making it produce.

Labor Must Find Opportunity.

There are many countries where the first two conditions, exist, but in such countries, it is in the nature of things that soon by increase of population the supply of labor increases beyond the opportunity for its profitable employment on the land. There is therefore always a force at work from within to drive mankind abroad from the homes and lands of their birth; to look for favorable opportunities for the employment of their labor in producing wealth from the soil in other localities, and so enabling them to establish new homes for themselves. This force operating in the British islands and on the continent of Europe was the reason of the rapid settlement of Eastern Canada and the United States. And the favorable conditions existing in these countries has already caused a growth of population beyond

the opportunities offered by their soil for profitable employment. At the present time the eyes of thousands in Canada and the United States, as well as in the British Isles and on the continent of Europe are anxiously scanning the map of the world in the search for new fields, where their energies may find scope; and where with opportunities such as were enjoyed by their fathers, they may repeat their success.

The North-West a Wide and Open Field.

There must be fertile soil, there must be a suitable climate, there must be the possibility of building up a modern civilization; and the conditions must be such that the labor can reach the land; or in other words land must be cheap. The Canadian Northwest contains the largest unbroken area of country on the continent or in the world fulfilling all these conditions. In its thousand miles of plains which stretch from the Lake of the Woods to the Rocky Mountains, Canada is able to offer land to the landless of the continent and of the world. Not that these plains are altogether unoccupied, for twenty years past, and more, settlement has been drifting in and scattering far and wide over the prairies. These were years of experiment and too often of disappointment, when unexpected conditions were met with, and disastrous results felt. But this year, over all that vast stretch of territory the only complaint of the farmers and ranchers is that the railways have not sufficient rolling stock to move to market the returns of the past season before the beginning of the next. Whatever doubt there may have been as to the suitability of the Canadian Northwest for settlement that doubt is set at rest by the successive yields of previous years and by the crowning glory of the past year. It is not to be expected that every season will be the same. There have been bad years in the Northwest and there will be bad years. But as the conditions have become better understood the badness has been minimized and the good has been increased, while an occasional bumper year such as that last past gives solid assurance as to possibilities that would not otherwise have been believed. The fact of the grain production of the past season in Manitoba and the Northwest is that a certain number of farmers have produced a greater value of wheat, oats and cattle for sale than any other equal number anywhere

else in the known world. This is the best possible answer to the question: Is there wealth in the land of the Northwest?

Variety of Conditions.

The Northwest is not all alike in its production. Wheat growing is the specialty of one part, cattle ranching of another, and mixed farming,—the growth of grain and live stock together—of still another. Speaking roughly the southeastern parts of the Territories and Manitoba are wheat growing; the southwestern part of the Territories is ranching, and the northern part of the Territories is mixed farming country. Differences of soil, climate and other conditions are the causes of these differences in agriculture in the various sections. But it is safe to say that in no other equal area in the world is there an equal possibility of the production of wealth from the soil, whether by one branch of agriculture or another.

The Fertile Belt.

The conditions which render a country suitable for mixed farming are; Abundance of water and fuel, cheap building material, good grass for pasture and hay, a fertile soil, a sufficient rainfall and a climate giving an assured and adequate season of growth. The presence of all these conditions is not absolutely necessary in the case of a purely wheat raising or a purely grazing country. The absence of one or other of them is what makes one region better adapted for wheat than cattle or better for cattle than wheat. But the presence of all is needed to fit a country for mixed farming. All these conditions are found from end to end of the Saskatchewan valley, and gave to that region many years ago the name of the Fertile Belt of Canada.

Latitude and Climate.

The northerly latitude of the Canadian Northwest as compared with the settled districts and centres of population of Eastern Canada and the United States has always been considered the greatest drawback to its settlement. The people of the eastern provinces and states judge of the effects of latitude upon climate by their own conditions. The Lake Erie counties of Ontario are in latitude 42. They have a hot summer. But ice closes navigation on the lake for from three to four months in winter. Montreal and Ottawa are in latitude 45, and the rivers there are closed with ice at least a month longer than Lake Erie, snow falls far deeper and the

cold of winter is much more severe. Quebec City is just below latitude 47, But the summer is short and the winter much longer and more severe than at Montreal. Latitude 49 is considered to be almost Arctic. Reasoning from these conditions which are always before their eyes it is small wonder that the Canadian West of which the 49th parallel is the southern boundary should be looked upon by Eastern people as next door to the Arctic, or that they should shudder when it is spoken of.

But latitude is only one of the conditions which determine climate. Altitude is quite as important as latitude and ocean currents as important as either. The rigorous climate of Eastern Canada is not because of its northerly latitude. For its latitude is that of central and southern Europe. It is because of the icy current setting southward along its shores from the Arctic ocean. This current carries the Arctic cold far south of its natural latitude, and affects the climate of all the region reached by the winds which blow across it. It is directly and unquestionably because of this current that the spring is later and the summer cooler in the Maritime than in the interior provinces of Eastern Canada. The Northwest is so far inland that it escapes the influence of this Arctic current and consequently spring is much earlier in all parts of the Northwest than in any but the most southerly districts of Eastern Canada, although both altitude and latitude are against it.

Compared with Europe.

The effect of a warm current from the tropics is as marked on the western coast of Europe as that of the cold current from the Arctic is on the eastern coast of North America. It is universally conceded that there is such a current carrying the warmth of the waters of the Gulf of Mexico, northeasterly across the Atlantic to the British Islands and all the northwestern coasts of Europe. As the result of that current—or in any case—what are cold latitudes in Eastern Canada are warm latitudes in Europe. The cities of Madrid, Rome and Constantinople, capitals of three of the most southerly European countries are in the latitude of the Lake Erie counties of Ontario. All are south of the seat of present day European production and civilization and wealth and power. The capitals which dictate the commercial, industrial, financial and political policy of the world are Lon-

don, Paris, Berlin and St. Petersburg. Paris is almost in latitude 49, London in 51, Berlin in 52 and St. Petersburg in 60, within or far north of the latitudes of the presently developed portions of the Canadian Northwest. With the seat of the world's empire in Europe in the same latitudes, whatever the drawbacks, of the Northwest latitude cannot be one of them.

To be still more definite. The 49th parallel passes close to Paris and Vienna, and is not more than a degree north of Buda-Pesth. North of it lies a considerable part of France, nearly the whole of the German empire, the greater part of the Austrian provinces of Bohemia, Moravia, and Galicia, four-fifths of Russia, and the whole of England, Scotland, Ireland, Belgium, Holland, Denmark, Norway and Sweden. Much more than half the area and a still greater proportion of the population, and wealth producing power of the continent.

The Saskatchewan valley lies between latitudes 52 and 54. Between the same latitudes in Europe lie the central and southern part of Ireland, the centre of England, all Holland, all North Germany, the former kingdom of Poland and the heart of Russia.

North of 54 lies Ulster in Ireland, the north of England, all Scotland, all Denmark, fully half of Russia and all Sweden and Norway.

Emerson and Gretna, Manitoba, and Cardston, Alberta, are in the latitude of Paris and Vienna, Winnipeg is a degree south of London and Brussels. Calgary is in the latitude of Berlin, Edmonton is in that of Dublin, Liverpool and Hamburg. Edinburgh, Scotland, and Copenhagen, the capital of Denmark, are in 56, the latitude of Peace river.

Three-fourths of Norway and Sweden, all of Finland and a third of Russia, are north of 60, the latitude of Mackenzie river and the Upper Yukon.

The Warm Pacific Current.

The same forces which produce a flow of the warm waters of the tropics northeasterly across the Atlantic, exist and produce like results in the Pacific. The coast of British Columbia receives the advantage of this flow of warm tropical water just as do the British islands, in the same latitude. There is this difference, however, that while the Atlantic current is split up by the British isles and loses itself in the Arctic, the Pacific current is dammed back by the easterly projection of the peninsula of Alaska. The warmth of the current is thus retain-

ed and stored up, as it were, on the west coast of North America while the like warmth goes to waste on the west coast of Europe. As a consequence the coast of northern British Columbia and southern Alaska is even warmer than the same latitudes in northern Europe. The proof of this fact is that the harbor of Skagway in latitude 60 is as open and accessible in winter as in summer, while the ports in the same latitudes in Norway, Sweden and Russia are either altogether closed or difficult and dangerous of access in winter.

Warmth in High Latitudes.

For the reasons given the waters of the northeastern Pacific ocean are warmer up to latitude 60 than the waters of the northeastern Atlantic up to the same latitude. There is a larger body of warm water in the north Pacific, than in the North Atlantic, therefore the winds blowing over that larger area of warmer water must and do affect the climate of the adjacent regions of British Columbia and the Northwest Territories for greater distances inland than will or can the winds off the north Atlantic affect northern Europe. The disadvantage of our situation is that the mountain ranges of British Columbia intervene between the plains of the Northwest and the coast, and our altitude is greater than that of the agricultural regions of northern Europe. Were it not so our climate would be warmer all the year round than theirs. As it is it is considerably warmer in summer, but is somewhat colder in winter. All the principal products of central and northern Europe flourish in the Canadian Northwest up to latitude 60 and most of them come to greater perfection here than there..

The Mountain Passes and the West Wind.

The mountainous region of British Columbia is about 400 miles in width, The Rocky range which is the most easterly of the British Columbia ranges forms the western boundary of the Territories and lies in the same northwesterly direction as the British Columbia coast. To some extent these mountain ranges hinder the warm winds of the Pacific in reaching the plains of the Northwest. But where breaks occur in the mountains these give a direction to the winds and on the plains the climate is modified in proportion as the locality is within the range of these warm currents. While the summer is of much the same temperature all the way from the

49th to the 60th parallel, the winter is shortened and its cold modified in proportion as the locality is nearer to or further from the mountains and as it is more or less directly in the path of the winds blowing through the passes. These west winds and the altitude have much more to do with determining the comparative climate of the different sections of the Northwest than the latitude.

The Chinook Belt.

The nearer to the mountains the warmer the winds. The further away the cooler. Consequently the western part of the Territories enjoys a much milder winter climate than the eastern. The west wind is called the chinook, and the region of the Territories chiefly affected by it is called the chinook belt. This is the region extending from two to four hundred miles east of the Rockies. In the southern part of this region the nature of the climate admits of cattle grazing on the prairie all winter. This is the ranching country of Canada. There is seldom snow enough for sleighing, and although the weather sometimes becomes very cold, the periods are not long, and as the ground is generally bare of snow cattle can live and do well, without hay or shelter. Far north of the Saskatchewan valley in the Peace river region these winds are very strongly felt and there both the winter and summer climate is said to be at least as warm as on the Saskatchewan. The only remnant of the bison or buffalo of North America now running wild, is found in the country north of the Peace river about latitude 60. The range of these buffalo is not less than 300 miles east of the Rockies. Their existence is absolute proof as to the comparative mildness of the climate and the character of the pasturage. If further proof were needed it is supplied by the existence of the prosperous agricultural settlement at Fort Vermilion on the lower Peace river in latitude 58 1-2, 350 miles further north than Edmonton and fully 300 miles east of the mountains. Farming has been carried on in this settlement for the past fifteen years, and the same crops are produced as successfully as on the Saskatchewan, while the winter is said to be neither longer nor more severe. But still further north than Vermilion at Fort Providence on the Mackenzie river in latitude 61 1-2, 550 miles further north than Edmonton, wheat, barley, potatoes and the ordinary produce of the garden are reared suc-

cessfully every year. So far from the Saskatchewan valley being at or near the northern limit of profitable agriculture in Canada, so far as the western portion,—that part lying in the chinook belt,—is concerned it is amply proven that agriculture can be carried on at least as much further north as the international boundary is south.

The Limit of the Arid Region.

The Saskatchewan valley forms the northern limit of the great central plain of North America, which extends unbroken southward to the Gulf of Mexico, between the Mississippi river and the Rocky Mountains. In the United States all the western part of this great plain is arid, because of the high elevation, and its consequent exposure to high winds from the west. The international boundary lies along the watershed between the river systems flowing south to the Gulf of Mexico and north to Hudson's Bay. This means that the country falls away rapidly from the international boundary towards the north. And when the Saskatchewan region is reached the elevation has decreased so that the sweep of the winds is sufficiently lessened to permit of some degree of natural forest growth. This is at once a result and a cause of rainfall, and this again a cause and result of fertility such as the higher, dryer and treeless plains further south are not favored with. North of the Saskatchewan, especially in the eastern part of its course the country becomes entirely forest. It is because the Saskatchewan for about six hundred miles flows lengthwise through this border land of park country lying between the true prairie on the south and the true forest on the north, and because in all the distance from the Gulf of Mexico northward this is the only part where unbroken fertility extends right to the base of the Rocky Mountains, that the name Fertile Belt is appropriate.

A Land of Calm.

The winds blowing from the Pacific through the different passes in the Rocky Mountains vary in their nature from unexplained reasons, probably, however, because of the nature of the ranges intervening between the Rockies and the coast. Those blowing through the Crow's Nest Pass are warmer and stronger than those coming through the passes either immediately north or south, sometimes approaching a hurricane in velocity, and always in winter producing a pre-

nounced thaw. Those blowing through the Pine and Peace river passes far to the north are also both very warm and very strong. These high winds account for the dryness of the southern plains and their lack of forest growth at any distance east of the foot hills. They also account for the prairies of Peace river. The Jasper Pass through the Rockies lying west of the general course of the Saskatchewan valley and giving the warm west winds access to it is much lower and wider than any of the more southerly passes. But the winds coming through it although as warm and as frequent do not blow as strongly. Their effect is therefore not so pronounced, merely shortening the winter and moderating the temperature instead of altogether clearing away the snow. The cause is difficult to explain but the fact is that the Edmonton district of the Saskatchewan valley has much less wind either in winter or summer than any other part of the chinook belt, or than the more southerly parts of the Territories outside the influence of the chinook.

Steady Weather.

As a result of this absence of high winds there is a greater fall of moisture and a more equal temperature, in summer and in winter, than where such winds prevail. The winter is more pronounced than in the more southerly part of the chinook belt. There is generally sleighing during the winter and cattle have to be fed hay. They cannot graze out all winter as in Southern Alberta. But there are none of the blizzards which render winter a season of danger as well as discomfort on the more easterly and southeasterly plains. The winter climate in any part of the chinook belt is the best winter climate on the continent and in no part is it more enjoyable than in the Edmonton district. Of course there are severe winters, and periods of storm and cold in most winters, but on the average the winters are short and the climate compares more than favorably for pleasure, health and work, with that of any other section of the continent.

It is a mistake, however, to suppose that winter is always summer, even in the chinook belt, or that preparations should not be made for the cold. In order that the mild winter weather may be fully enjoyed the cold snaps and storms should be prepared for. Clothing should be suited to the season and houses and stabling, should be made comfortable against all weather,

A short cold snap for which people and stock are not prepared will do more harm and cause more dissatisfaction with the conditions than a long and severe winter which is met with proper preparation. And sometimes the winter is exceptionally severe just as sometimes it is exceptionally mild.

Winter Weather.

In proof that high west winds are not needed to produce mild winter the meteorological record of the present season may be taken. This winter so far has been exceptionally mild and as exceptionally calm. The following table gives the highest, lowest and average reading of the thermometer for each week since October 1st;

Week Ending.	High.	Low.	Av.
October 5th ,	73	31	49
October 12th,	62	30	46
October 19th,	73	24	45
October 27th.	74	30	52
November 2nd,	59	1	28
November 9th,	30	-3	15
November 16th,	42	8	24
November 23rd,	43	4	14
November 30th,	47	6	29
December 7th,	34	0	23
December 14th.	32	-24	10
December 21st,	44	0	19
December 28th,	46	21	30
January 4th,	50	-2	21
January 11th,	45	14	28
January 18th ,	42	16	29

The minus sign means below zero.

The Wind.

The highest velocity of the wind and its direction for the same period are given below. No record is taken of the periods of calm. In most cases the high winds recorded lasted only for a short time;

Week Ending.	Direction of wind.	Highest wind, miles per hour.
Oct. 5th,	West,	7
Oct. 12th,	Northwest,	20
Oct. 20th,	West,	16
Oct. 27th,	S. S. Easterly,	10
Nov. 2nd,	West,	22
Nov. 9th,	Southeast,	13
Nov. 16th,	Southeast,	12
Nov. 23rd,	Southeast,	10
Nov. 30th,	South,	12
Dec. 7th,	Southwest,	20
Dec. 14th,	Northwest,	18
Dec. 21st,	Northwest,	16
Dec. 28th,	West,	12
Jan. 4th,	East,	18
Jan. 11th,	West,	15
Jan. 18th,	West,	14

At this date, Jan. 21st, there is scarcely any snow on the ground, and there has been very little sleighing all winter.

Moisture and Fertility.

The high wind which clears away the snow from the southern prairies also dries up the moisture of summer, and consequently the rainfall is insufficient to produce grain crops without irrigation. It is a grazing, but not a farming country. Further east on the prairies where the chinook has less effect and the snow lies in winter, and where the country is less elevated than along the mountains, there is more rainfall in summer. But still the fall is light. Sufficient to grow wheat, which requires less rain than other cereals, but not sufficient for oats, barley, or root crops, or to produce prairie hay in abundance, or cultivated hay at all. It is a wheat growing, but not a mixed farming country. In the Saskatchewan valley and particularly in its western part the rainfall is sufficient to admit of the production in the greatest perfection of all the cereals—oats and barley as well as wheat;—of all root crops which require moisture as well as a fertile soil; and of hay in abundance both wild and cultivated of the best varieties. While the winters are not too long nor too severe to prevent the satisfactory wintering of cattle, sheep, pigs, horses and poultry, at a moderate cost for feed and care.

Favorable General Climatic Conditions.

To repeat; The climatic conditions of the Edmonton district are; a shorter and milder winter, and longer summer than in any of the more easterly portions of the Territories or Manitoba; a greater certainty of adequate rainfall than anywhere else in the Northwest; less high winds in winter or summer; and consequently less storms and fewer and less extreme variations of summer temperature than elsewhere in all the region between the Red river and the Rocky Mountains. The record of the past twenty years proves that the Edmonton district has a greater certainty of fair crops in every year and greater possibility of large crops in some years than any other part of the Canadian West. While the moderate nature of the winter snow fall and the absence of wind is proven by the fact that in the ten years since the Calgary & Edmonton railway was completed, the train has never once been impeded, much less stopped, by snow, fall or drifts within 100 miles of Edmonton.

A Wide Area of Fertility.

However desirable the climatic conditions they are of no value for agriculture unless the soil is fertile, and

unless there is a considerable area of fertility. For productiveness is of no account unless the product can be marketed, and only when the product is large can facilities for marketing be provided. The producer for an export market is better off the more production there is, for the greater the production the better will be facilities for handling it. The name Edmonton district is used advisedly in preference to Saskatchewan valley, as the idea conveyed by the word valley is that of a narrow strip while the word district conveys the idea of a country spreading far and wide. The actual valley of the river is comparatively insignificant agriculturally, although well marked and of great scenic beauty. When the name Saskatchewan valley is used it is with reference to the region drained by the river and its tributaries and not the mere valley of the river itself. A region throughout which the characteristics of soil, climate and production are similar, characteristics which being identified with the flow of the waters of the river are called by its name. When dealing with particulars relating only to the upper part of the river and its tributaries—that part whose climate is influenced by the chinook—it is better to take a distinctive name. By common consent the upper part of the Saskatchewan region has been known ever since the Hudson's Bay Company's post of that name was established over a hundred years ago, as Edmonton. The name has found favor and is known far and wide. Even better known than the beautiful river upon whose picturesque banks the modern town has succeeded the old Hudson's Bay fort. So much favor that to the minds of many everything west of Moose Jaw and north of Calgary is Edmonton. Our ambitions are large, but not quite so far reaching as that. We claim pre-eminence for our district, and the pre-eminence of our town of Edmonton in that district is admitted, but we are willing to allow that there are others in the Northwest, and wish to claim nothing but what is ours. Agriculturally the Edmonton district is bounded on the north, northwest and west by the watershed between the Athabasca and Saskatchewan, both of which in this part of their courses run northeasterly, and are about one hundred miles apart. The watershed is about midway between the rivers and varies from 50 to 70 miles from the Saskatchewan. The height of the watershed is insignificant, and there is

no appreciable difference in the climate on one side or the other, but the Athabasca side is more heavily timbered; and the soil is not of the same almost unvarying richness as on the Saskatchewan side. Southerly and easterly the district has no definite boundary. As the land rises gradually towards the south or stretches out towards the east the growth of timber decreases, indicating a less assured rainfall, an increase of wind, and therefore climatic uncertainty to a greater degree than at Edmonton. Adopting for convenience as a southern boundary a line crossing the C. & E. railway south of Battle river, a southern tributary of the Saskatchewan, and a line crossing the Saskatchewan 150 miles east of Edmonton, as the eastern boundary, we have a district 125 miles from north to south by 200 from east to west, of very similar soil as well as climate, of which Edmonton is the principal town. An area at least twice as large as the agricultural portion of the province of Manitoba, which to-day has a quarter of a million people, hundreds of miles of railways and a production of 50,000,000 bushels of wheat this season, and yet whose development has only begun.

The Riches of the Soil.

The chief characteristic of the soil of this region is its unbroken and abounding fertility. A rich black mould, free from stone, gravel, or even sand except in a few localities. A mould not the result of a deposit from the wash of an ancient or modern river like that of the Red river, but a mould produced by the decay of an abundant growth of wild vegetation through countless successive centuries, and preserved for the uses of mankind. This deposit of mould is deeper on the rising ground than in the hollows, and varies from one to three feet in thickness. The only places where it is of less thickness is on flat land where the results of the extra heavy growth of successive wet years is destroyed by fire during a succeeding cycle of dry seasons while on the higher ground with a more moderate annual growth there has been a steady gain in fertility. Probably the area of greatest fertility, is that immediately surrounding the town of Edmonton. Further to the east beyond the Beaver Hills and south towards the Battle river there is a trace of sharpness in the soil, which is lacking in the Edmonton district proper and is preferred by many farmers on that account, especially at the

commencement of farming operations. But in the immediate vicinity of Edmonton the soil is simply inexhaustible and improves from year to year with cultivation. Below the black soil is a layer of yellowish marly clay, equally as good for wheat production as the black top soil, and which by being worked up with the black soil improves it for wheat, and brings the crop on earlier. Below the yellow clay is an interminable depth of impervious blue clay, interlaid with seams of coal. In such a soil there is an assurance of permanence of fertility. No danger of the land becoming exhausted or ceasing to respond to the skill and labor of the farmer. This in a productive climate and one in which man may reach his highest physical and mental development is in itself wealth.

History of Grain Growing.

Edmonton was one of the first trading posts of the Northwest and Hudson's Bay companies to be established on the Saskatchewan. The date of its establishment is lost, but it was certainly before the beginning of the nineteenth century, over one hundred years ago. And no one has record of the time when grain crops were first grown at Edmonton. Residents whose memory reaches back into the 40's remember the farm then conducted by the Hudson's Bay company on the flat where the grades are now being prepared for the railway station. The grain was ground in a horse power mill in the fort. In the 60's the St. Albert settlement of half-breeds who hunted buffalo in the winter and grew a little barley and potatoes in the summer was established. In the 60's also gold was discovered on the Saskatchewan and there was a rush of miners from Montana and British Columbia, some of whom settled down as farmers. In the 70's the settlement of Edmonton was established, and farming begun to be the leading industry. Up to this time barley was the only grain crop but now wheat began to be grown. A grist mill was built on the flat opposite town, to be run by water from the creek down which the railway runs to reach the bridge across the Saskatchewan; and gave to it the name Mill Creek. But the creek ran dry in dry seasons, and a more permanent power was needed. A small water mill was built on the Sturgeon river about eighteen miles north of town, which ran until it was burned down, a few years ago. In 1880 a steam grist and saw mill was built in Edmonton, the machinery being brought up the Saskatchewan from

Winnipeg by steamer. A rush of immigration took place in 1881, on account of railway prospects and farming was gone into more extensively than ever. Oats were added to barley and wheat, as grain products. In 1891 the railway reached the south side of the Saskatchewan in the present town of Strathcona and the real agricultural development of the district began. The facts regarding the growth of grain crop here in the early days are given to prove that grain growing is no new discovery, due to changed conditions. Climate and soil have always been suitable for such crops, even under the most disadvantageous circumstances as to cultivation. And the fact that this district has outstripped all other parts of the Territories in production and population since the advent of the railway made production possible by giving on export market; is evidence of its superior advantages.

The Thresher Tells the Tale.

The first steam threshing machine reached Edmonton in 1881, a thousand miles by trail from Winnipeg. Until the railway arrived in 1891 there was very little increase. After the completion of the railway it took years for knowledge of the advantages of the district to spread, for people to come; and for those who come to get into shape for farming. But last season in the strip of settlement extending along both sides of the Saskatchewan east and west of Edmonton, the product of which is marketed here, eighty steam and ten horse power threshing machines were occupied continuously from the last week of October until Christmas in threshing the crop. Some of them threshed as high as 80,000 bushels. Allowing an average of half this amount or 40,000 bushels to each machine, would give a return of three and a half million bushels for the season.

Government Crop Returns for 1901.

The returns compiled by the Northwest government give North Alberta the following yield from the threshers for the season:

	Bushels per acre.	Yield per acre.
Wheat,	757,344	25.55
Oats,	4,892,390	61.42
Barley,	372,776	43.65

These figures cover the area previously described as the Edmonton district. That part north of township 50, that is immediately along the Saskatchewan, produced fully three-fourths of the whole. A comparison between the aver-

age yield per acre for North Alberta and for the Territories at large from the figures given in the government report may be of value.

The Highest in the Territories.

	Average Territories.	Average North Alberta.
Wheat,	24.92	25.55
Oats,	48.43	61.42
Barley,	36.75	43.65

In considering these averages it should be remembered that the past season was exceptionally favorable throughout the Canadian west and that the returns of an average year would be much more favorable by comparison to the Edmonton district. The year 1900 was a poor year throughout the eastern portion of the Territories and Manitoba, owing to excessive heat and drouth. The average yields of bushels per acre for the whole of the Territories and for North Alberta for that year are given by the government crop report as:

Comparisons for 1900.

	Average for Territories.	Average for North Alberta.
Wheat,	9.75	18.89
Oats,	24.08	33.07
Barley,	20.72	25.11

As the yield for North Alberta is included in the average of the Territories a comparison between this district and any other single district of the Territories would be much more in Edmonton's favor.

Labels Answered.

Recently a great many letters have appeared in the papers of the Western United States purporting to be written from the Edmonton district decrying its climate and capabilities. These government returns, compiled from the results of threshing, are the best answer to these assertions as to unsuitability of climate. It would be interesting to know in what part of the Western States, not excepting the Red River valley, are the averages for North Alberta or the Edmonton district exceeded, or equalled.

Wheat, the Staff of Life and Test of Climate.

The quality of the grain grown is an even better index to the character of the climate and its advantages than the quantity. Wheat bread is the main support of civilized life. The wheat crop is accepted as the test of climate. Where the growth of wheat is assured in quantity and of good quality the conditions for prosperity exist, even where the conditions are not favorable for other crops. Ne

matter how any district may excel in other crops, if it cannot produce wheat the foundation element is lacking from its wealth. It might be supposed, because wheat, which is a specialty throughout a great part of the west of North America, is not a specialty in this district, that therefore it does not grow so well as in those other districts. The crop returns settle the question of yield but there still remains the question of quality. On that point the proof of the pudding is the eating. Other crops are grown more largely than wheat, not because wheat does not do as well here as elsewhere, but because these other crops do still better and give a more profitable return. It is a well known fact that the more northerly the latitude in which grain will come to perfection the better it is. In accordance with this rule wheat of the growth of the Edmonton district runs very much over the standard weight per bushel. Sixty-two pounds per bushel is as fair a standard weight here as 60 pounds in Eastern Canada. Wheat of whatever variety reproduced here for several successive seasons takes on to some extent the nature of hard wheat. And the hard red fife wheat is produced in perfection, on old and well cultivated land.

The Mills are the Proof.

The best proof of the certainty of yield and the quality of the wheat grown here is the growth of the local milling industry. There are five roller process flour mills operating in the district to-day producing flour, which has shut out competition by the great mills of Winnipeg and Keewatin and competes successfully with their product in the Kootenay. These mills are located as follows;—Edmonton, Strathcona, Fort Saskatchewan, 20 miles northeast, Leduc, 20 miles south, and Wetaskiwin, 20 miles further south. In no other part of the Canadian West are there so many mills within an equal area. The large investments in these mills is proof not only that wheat can be grown, but that its growth is an assured success.

Beats the World in Oats.

Oats are grown so largely in the Edmonton district partly because climate and soil are especially favorable to the production of large crops and a good quality of grain, but also because of the profitable market which up to the present has been found for the surplus, in the mining regions of British Columbia and elsewhere. Oats are an ideal farm crop, where the condi-

tions are favorable. Clean and easy to handle, not subject to damage by unfavorable weather, not exhaustive on the soil, the straw making excellent fodder, and the returns being large. To give good returns oats require considerable moisture, a rich soil and a long season of growth. These are the conditions of the Edmonton district, and hence the great proportion of oats grown. An average of over 60 bushels to the acre by measure throughout the district last season as shown by the government return is proof that the claims frequently made of returns of over 100 bushels to the acre are well grounded. This exceeds the return of any other farm crop. The standard weight per bushel of oats in Canada is 34 pounds. But in the Edmonton district anything less than 38 pounds is considered under the mark, while 42 pounds and over is not infrequent. An evidence of the superiority of Edmonton oats is found in the establishment several years ago of an oatmeal mill in Strathcona by the Brackman-Ker Co. of Victoria, B. C., in order to the better supply the oatmeal trade of the Kootenay district of British Columbia. This year a contract was made with the British war department through the Canadian department of agriculture to supply half a million bushels of Edmonton district oats to the army in South Africa; the oats to weigh not less than 38 pounds to the measured bushel. Over 100,000 bushels of oats of this standard has already gone forward on this contract. The advertisement which the quality of oats grown in the district has thus received has made a brisk demand for Edmonton oats in Manitoba and Eastern Canada with the result that for the largest total crop of oats ever harvested here the farmers are receiving the largest price.

Barley is a Good and Sure Crop.

Barley, which used to be the only grain crop of the district now takes the lowest place. Not because it is not adapted to the soil and climate, for it is, but because the cash market for the surplus has not made it as profitable a crop as oats or wheat. It is chiefly raised for hog feed. The average yield per acre for North Alberta is given in the government return for last year as 43.65 bushels. Fifty bushels is not an extraordinary yield and the weight largely over runs the standard of 48 pounds to the bushel. It is usually crushed, sometimes with oats or inferior wheat, and sometimes is cooked with potatoes. Either

way it is unexcelled as a producer of first class bacon, and no doubt as the rearing of hogs becomes more general the proportion of barley grown will be increased. It requires only a very short season of growth, but is more susceptible to damage by the weather than oats.

Unexcelled for Roots and Vegetables.

Potatoes, turnips, cabbage, cauliflower, celery and all the hardy vegetables find their ideal home in the soft black soil, the moderate moisture and the long summer of the Edmonton district. Enormous yields are recorded, and cultivation is easy.

Cattle.

The luxuriant growth of wild vegetation including grasses of many varieties, makes the district ideal for cattle raising combined with dairying. Abundant pasture is everywhere, and cattle can usually graze from the first week in April to the first week in November, while frequently they can graze until Christmas. Grass is green from early May until late September, and the rankness of growth provides sufficient food within a small area so that cattle need not wander far. The absence of high winds, the shelter of poplar groves and willows clumps, an abundance of water in creeks and ponds, are favorable conditions for summer grazing which do not prevail on the open plains. Hay or straw has to be provided for from five to six months, but again the luxuriance of the grass reduces the cost of hay to the lowest point. So that five months hay can be put up in the Edmonton district at less expense than two months' hay on the southern plains. And with a supply of hay on hand there are none of the risks which must be faced where dependence is placed on cattle being able to graze all winter. There is abundance of timber from which adequate sheds and stabling can be provided for the winter, merely at an expenditure of labor, without cost in cash.

Dairying.

All the conditions are favorable for dairying. The flow of milk is large. It is rich in cream. The cool summer nights give every advantage in the making and keeping of butter. Cows can be kept comfortable and in good condition at a minimum of cost both in winter and summer. All over the district the farmer who kept cows and made butter has made money. Cattle raising and dairying have the supreme advantage over every other branch of

farming in the district that it gives the farmer the full advantage of the pasturage on the unoccupied land without cost to him except the purchase price of his cows; the returns are immediate, and there is a minimum of risk. In all other branches of pioneer farming a first investment of labor has to be made, the return has to be awaited for at least a year, and greater chances have to be taken. Consequently in no other branch is the actual profit as great.

Hogs.

Hogs are the next most important farm stock. They thrive on the coarse grains and roots which are produced so abundantly. The returns are as certain as in the case of cattle, there is a ready market, and a very moderate investment of capital is required. The rearing of hogs depends on the cultivation of the soil. A larger money value can be produced from a certain area in hogs than in cattle. The corn crop of many of the Western States, through the bacon produced from it, is the principal wealth of those states. Barley, oats, and potatoes produce better bacon than does corn. These crops here give as large a return in food at less cost of labor, and with less chance of failure than the corn crop of Nebraska, Kansas or Iowa. The farmer in the Edmonton district does not need to depend on rearing hogs as does the farmer in those states, but plainly he has greater advantages in their profitable rearing, especially when the cost of land and rate of taxation are compared.

Horses.

Where oats and hay are plentiful and good horse rearing should be profitable. And no doubt it will be. But horse rearing requires capital and takes time. With the progress of the settlers no doubt it will be taken up in due course. Although cattle do not graze out during the winter, native horses do, being able to paw away the snow from the grass and to stand severe cold better than cattle. Of course this does not apply to stable reared horses.

Sheep.

Sheep thrive very well notwithstanding the black soil and long grass, but have not been reared largely so far.

Poultry.

Poultry are reared in very considerable numbers, and include chickens, turkeys, geese and ducks. All do well and give very good returns. Of course

they must have warm houses for the winter. Eggs are plentiful in summer and a very considerable trade is done with the Kootenay. Hens begin to lay in February or sometimes in January and lay most of the year.

Farming for Profit.

After all questions as to climate, soil, and products have been settled, comes the great and important question of a market for the results of the labor and investment made. Edmonton is the furthest railway point east of the Rocky Mountains from the Atlantic ports. It is therefore furthest away from what are recognized as the world's markets. While the settler looking for a home has been attracted strongly to the Edmonton district during the past ten years the farmer who invests his money and time and labor with the expectation of a profitable cash return has been repelled by the idea of unfavorable conditions for marketing his produce. So far we have had very few of this class of settlers. Possibly in past years the country was not ready for them. But with the advance of settlement and the improvement of general conditions, and especially with the establishment of markets for our produce, there is no reason why the farmer of means should not find it profitable to bring his capital, skill and enterprise to aid in the further advancement of the district. It is true that a vast distance separates us from eastern ocean ports, but that disadvantage is not really so great as at first would appear and there are many partially compensating advantages. The long haul is always given a per mile advantage over the short haul. For instance the rate on grain from Edmonton to Fort William, the shipping port on Lake Superior, 1,500 miles distant, is 80 cents. The rate from Brandon, in the heart of the grain growing region of Manitoba and only 550 miles from Fort William, is 14c. Brandon pays nearly half the Edmonton rate for a little over one-third of the distance. The difference between the Brandon and the Edmonton rates to Fort William is 10 cents per hundred pounds, or about 9 1/2 cents a bushel. On that calculation wheat should be worth about ten cents a bushel less at Edmonton than at Brandon. But as a matter of fact since so many mills have been established wheat has been worth as much at Edmonton as at Brandon.

Western Demand.

The home or further western demand takes the pro-

duct of the local mills. Instead of the Edmonton farmer having to bear the cost of shipping his wheat to Fort William the freight rate on flour westward acts as a protection to him in his home market, and must continue to do so until production has outrun the local and further western demand for flour. How soon that will be no one can tell. With the demand arising from mining development in British Columbia, and the opening up of China to western trade there is no known limit to the possibility of a western demand for flour. The respective positions of the Edmonton and Manitoba farmers regarding a market for wheat is that for eastern export the Edmonton farmer has to balance a disadvantage of 10 cents a bushel on his wheat against the many superior advantages of this district. But until the local and western demand for flour is supplied he has the advantage of the railway rate on flour from Winnipeg and Keewatin westward in his favor. In this connection it may be noted that the abundant supply of cheap and good steam coal in the Edmonton district gives a great advantage to the local milling industry as against competition from Manitoba, which tells in favor of the farmer here. On Jan. 18th, 1902, the Winnipeg Commercial quotes farmers prices for wheat at country points in Manitoba 54c to 58c a bushel for No. 1. On the same day the mills in Edmonton and Strathcona were paying 55c to 60c. This has been the standard price for the past two seasons, but sometimes the price has run up to 70c.

Export Price of Oats.

The market created by the development of mining in the Kootenay district of British Columbia was one cause of the oat crop taking the lead in farm products of this district. Edmonton was the nearest centre of production to the mines on the Canadian side, and a protective duty of 10c a bushel, nearly equal to the freight rate from Edmonton, gave the producer here an advantage in that market over his competitor in the farming regions of eastern Washington. Of course it is only a matter of time when production will outrun that market. But in 1900 the failure of the Manitoba oat crop gave a profitable outlet for the surplus, and this year the higher quality of Edmonton oats has found them a market for milling purposes in Manitoba, for feed and milling purposes in Ontario, and for army purposes in South Africa. The local oatmeal milling industry, already mentioned, is an important factor in

keeping up the price to the farmer, and from present indications it seems likely now that the superior quality of our oats has been so well advertised they will have the call for milling purposes all over Canada and our market be correspondingly widened. In the end, however, the ultimate result of continued increase of production must be that they will find their best market at home in the rearing and fattening of stock. The present market price of oats in Edmonton is 25c to 28c per bushel, for No. 1 quality, of 38 pounds standard. This is considered to give a handsome profit; and indeed oats at 20c are considered to pay quite as well as wheat at 60c. For the past five years oats have not been below 20c and have generally run between 20c and 25c. It was thought that as oats depended on the local market, increase of production would certainly reduce the price. But this has not been the case. The aggregate crop has been greater the past two seasons than ever before—and the prices higher. Shipments of oats from Edmonton station during the last three months of 1901 were as follows:

October,	29,000
November,	114,000
December,	230,000

Large quantities are also shipped from Leduc, 20 miles south, Wetaskiwin, 40 miles south and Lacombe, 80 miles south. As already stated over 100,000 bushels of these shipments were for South Africa;

Barley, as already stated, is grown for feed and is not exported in any considerable quantity. There is a demand for a moderate amount for brewing purposes, usually at a price ranging about 40c. The value of the barley crop can be best estimated by the price of hogs.

The Mines Our Market.

In markets as in geography too far west is east. The compensation to the Edmonton district for its distance from the Atlantic ports is found in its proximity to the demand of the mining camps of British Columbia. The advantage of this in regard to flour and oats has already been noted. But its greatest and most permanent advantage to a mixed farming country is in the market which it affords for the lesser products of the farm. Miners work hard and earn good wages. They are able to live well and they do. They want everything that the market affords, and they want it of the best. The Kootenay district is the market for the bacon, hams, butter, eggs,

poultry, and vegetables of all kinds produced on the farms here. As the nearest producing region to that district Edmonton has an advantage, over more easterly localities that tells very largely in the favor of its settlers. The mines offer a ready cash market for every article of food produced on the farm, and there is no prospect of the supply over taking the demand. So far an enormous value of these articles are imported from Eastern Canada and the United States and again the Edmonton farmer has the advantage of the freight rate. Shortly stated the Edmonton farmer is in the same position to dispose of the lesser products of his farm as if he were located near a large eastern city, and every one knows how valuable such a location is considered to be. As to the permanence of this market of the mines it need only be said that the gold range of British Columbia extends from the 49th. parallel to the Arctic ocean. Its known riches are greater than that of any other mining region in the world, commencing in the Kootenay and ending in the Yukon, with Cariboo Omineca and Cassair between. Here for all time, lying all along its western boundary is the market for the products of the chinook belt, of which the Edmonton district is the most productive part.

Live Stock Markets.

As England is the world's market for its surplus wheat so it is for its surplus meat. Wheat is much more weighty according to its value than meat, consequently the freight takes up a greater proportion of the value at the point of consumption than in the case of meat. Long distances and consequent high freights, are of the highest importance to the grain grower. They are not so important to the grower of live stock. The railroad can take a higher rate per pound for the transport of live stock than for grain and still the producer will not feel it so severely, because of the greater value per pound of the article transported. There is no doubt that the rate for the transport of grain to Montreal by rail and water is a serious matter, although it is less than a cent a pound. But the rate of a cent a pound charged for live stock is not by any means a serious tax on that industry. Indeed the difference between the rate from Edmonton and from Western Ontario to Montreal is so little that the difference in the export price between cattle in Western Ontario and Edmonton is scarcely no-

tionable. Indeed it is a question if an actually higher price is not realized here. Last fall good steers three years old in spring were worth \$35 to \$40 for export, which is a little below the usual price. The spring price is generally somewhat higher and has usually run about \$45 to \$47. When it is considered that these steers are raised on pasture which costs nothing and on hay which is had for the cutting, it is easily seen that if the freight is perceptibly higher from here than from Ontario the balance of profit is still very largely in Edmonton's favor. Even were the farmer confined to his own land for the pasturage and fodder for his cattle, he would still have the advantage of richer and cheaper land and a climate which tended towards greater perfection.

Fat off the Grass

A word as to the quality of the pasture and fodder here. Cattle are sold off the grass for the British market every fall. No one thinks of feeding up cattle for that market as is necessary in the case of the cattle of the southern ranges in the United States. The Texas steer must be ~~fed up~~ before he is fit for shipment and the profit is divided between the ranchman who grew the animal and the feeder who grew the corn. In the Canadian West, and particularly in the chickadee belt, the farmer or rancher who rears or pastures the cattle gets the whole profit without the expense of a bushel or a pound of feed, other than the prairie grass. A few hundred miles of difference in rail rates makes practically no difference in the freight on cattle on a haul to the Atlantic seaboard, while the difference of a couple of hundred miles may mean a great deal of difference in winter climate and summer pasturage, and therefore in the cost and profit of cattle rearing.

Cattle Market Themselves

Another point worth emphasizing is that cattle take themselves to market. That is they are driven afoot from the ranch to the railway station. It therefore makes as little difference how far the ranch or farm is from town as it does how far the shipping station is from the ultimate market. The principal shipments of cattle for the English market are in spring and fall. The spring shipments are not as large as those in the fall, but the fact that cattle are shipped every spring direct to England to be slaughtered at the port of de-

barkation, which have wintered fat on hay alone, is proof as to the quality of the hay and the nature of the climate that need not be enlarged upon.

Butter

Butter is in much the same position when distance from ultimate market is considered as are cattle. The conditions of production are more important than the freight rates. As already stated the natural conditions could scarcely be improved upon. But the value of butter depends very greatly on the method of manufacture. With a view to encouraging improved methods of dairying, some years ago the Dominion department of agriculture assumed the management of several creameries that had been established in the Territories, and established others. One of these creameries is located at Edmonton with a branch about 25 miles northeasterly, near Fort Saskatchewan. Cream is gathered from the surrounding farms for a radius of about twelve miles, and the net return to the farmer for the product of the past season has been about 20c a pound cash. A great deal of butter is made on the farms as well and sold in town, frequently at much higher prices, but sometimes much lower. The success that has been achieved by the creameries in the Territories under government management shows what the industry is capable of in producing profit, and also how unlimited the market is and how thoroughly it is within reach. A part of the make of the government creameries has been sent to England, part to the Yukon, and some to Japan, but the greater part to the Kootenay mining region in British Columbia. The nearest market is the best demand.

Hogs

Hogs are shipped alive in large numbers to be slaughtered in the Kootenay, and a large packing business has been established in Edmonton. As a result the price of live hogs has been from 5c to 5 1/2c a pound for the whole of the past year. With the large yields of barley, oats and roots produced here from land costing from nothing up to \$12 or \$15 an acre, this is considered to be a very profitable price. So far the Kootenay mining region and the fur trade of the north has taken all the available product. Indeed only a small part of the nearby demand has yet been supplied from this district. As mining develops in British Columbia and as trade develops in the great north the demand

for hogs and hog products will increase as fast as the supply. In the matter of hogs as well as butter, poultry and vegetables the westerly situation of the Edmonton district means proximity to the best market on the continent, and the one most certain to increase in its demands.

Edmonton Market Report

Following is the farmers' market report appearing in the Edmonton Bulletin on Jan. 27th, 1902:

Potatoes, deliveries for last week were light. The price remains stationary at 40c.

Butter ranges from 15c to 20c, the demand not being great.

Eggs are in fair demand at 20c.

Beef is worth 21-2c live, and 5c dressed.

Pork brings 41-2c to 43-4c live and 61-2c dressed.

Mutton is worth 5c live, and 9c dressed.

Wheat, 35c to 55c, per bushel.

Oats 27c to 28c, for 38 lb. standard. Fair deliveries.

Turkeys and geese, good demand at 12 1-2c.

What the Farmer Has to Pay

Next to the price of what he has to sell the prospective settler wants to know the price of what he has to buy. And again there is danger of an exaggerated idea being conveyed regarding prices because of the long haul. No doubt the haul is long, but, as in export rates, the long haul gets a per mile advantage, and there are other conditions which tend to keep down prices. The principal of these is the fact that as Edmonton is a wholesale point all importations are in car lots. And as competition is brisk the consumer gets all the advantage there is in these lesser rates. The car lot rate to Edmonton is less than the rate on less than car lots to many points in Manitoba, and as the competition amongst dealers is always keen at a point at which there is ample capital engaged in trade when that is divided amongst many hands, prices of store goods are at a minimum. The following are retail prices in the stores in Edmonton at the present time:

Groceries

Sugar, granulated, per lb., 6 1-2c.

Tea, black, 35c to 50c.

Rice, 7c to 8c.

Raisins and currants, per lb. 8c to 11c.

Oatmeal, \$2.05 per 50 lb sack.

Flour, \$2.00 to \$2.25 per 100 lbs.

Implements

Even the prices of farm implements are affected very little by the freight. Prices last season were as follows; Binders, Canadian, cash \$150, or \$155, \$160 and \$165, according to payments.

Binders, American, \$10 higher all around.

Binder & wine last season; Sisal, 12c; Manilla, 13c to 14c.

Mowers, \$60 to \$75 according to size and terms of payments.

Rakes, \$32 to \$40 according to size and payments.

Plows, walking, \$20 to \$26.

Riding, \$50 to \$65.

Gangs, \$70 to \$85.

Harrows, disc, \$38 to \$50, according to size and payments.

Wagons, \$68 to \$95.

Sleighs, \$28 to \$35.

Building Material

Building material is an important item;

Lumber, native spruce, dressed one side, \$16, to \$17 per M.

Flooring and ceiling, British Columbia fir, \$28 to \$35 per M.

Native spruce, \$21.

Siding, British Columbia fir, \$28 per M.

Native spruce, \$21 per M.

Shiplap, \$22, B. C. fir,

Shiplap, \$20, native spruce.

Shingles, British Columbia red cedar, \$2.50 to \$3.00 per M.

Lath, B. C., lumber, \$4.50,

Native spruce, \$3.50 per M.

Doors, \$2.00.

Window frames, \$1.25.

Windows unglazed, \$1.50.

Nails 5c to 5 1/2c a pound.

Brick, local manufacture, excellent quality and color, \$8 to \$10 per M.

Clothing

As the freight on clothing is much lighter than on groceries or implements there is little or no difference from eastern prices. Large and well selected stocks are carried in all lines.

Fuel—Wood Abundant

In a northern latitude the question of fuel is necessarily of very great importance. Although the winter weather may be tempered by the mildness of or comparative absence of wind, there is still winter, and it must be provided against. The cost of fuel in an entirely prairie region is probably the heaviest of the many taxes which the new settler has to bear. Whether crops are bad or good, prices high or low, fuel must be had or life cannot be sustained. The Edmonton district is doubly blessed in

the matter of fuel. The many considerable wooded areas and the numerous smaller clumps or bluffs ensures an abundant supply of fuel at the lowest possible cost to the settler, his own labor. If the settler desires to cut wood on government land he must secure a permit at a small fee. This is required in order to prevent waste. But otherwise the settler has the full advantage of the public timber at the mere cost of his own labor. While he is always near fuel timber at least, so that the labor is reduced to a minimum. Contrast this condition with that prevailing on any part of the open plain, where fuel must either be purchased for cash at the railway station or hauled for great distances over the plains with incalculable discomfort and great risk, and any disadvantage that the Edmonton district may be at in the matter of freight rates is far overbalanced in cash as well as comfort. Indeed settlement is possible in this district under circumstances which would absolutely prevent it in the prairie regions.

Three Hundred Miles of Coal

But this district has not only abundance of wood. It has an even greater abundance of coal. The country seems to be absolutely underlaid with coal. The Saskatchewan river in its northeasterly course from its source in the Rocky Mountains to its most northerly bend at Victoria, a distance of about 300 miles cuts through successive coal beds for the whole distance. At Edmonton three workable seams, one below the other, underlie the town and extend for miles up and down the valley in both its banks. These seams are from two to four feet thick, the two upper ones being the thicker. Only the upper seams are worked. In some places up the river the seams are 30 ft. in thickness. There is no such lavish supply of coal anywhere else in the known world. The quality of the seams at Edmonton is excellent for household use, but it is not a baking coal, and is not altogether satisfactory for blacksmith use. The fault of the Edmonton coal is that exposure to the weather causes it to break up into small pieces. The quality improves, however, as the mountains are approached. For household use it is superior to any other coal on the market. It is easy to light and easy to control, and is perfectly clean to handle or to burn, that is it does not give off soot. Fire can be kept in cook stoves as well as heating stoves all night without dif-

ficulty. In many parts of the district local coal mines have been opened. The principal of these is about 16 miles north of Edmonton, on Egg lake creek, north of Sturgeon river. The seam is very much thicker than those at Edmonton and the coal comes out in very large pieces. South of the river, about eight miles, on the White Mud Creek, a coal mine is worked. The coal is hauled two miles to Eilerslie station by team and shipped from there to Calgary where it competes with coal from all other points in Alberta for household use. Coal is so abundant in the Edmonton district that no especial value attaches to land because it is underlaid by coal. In the town of Edmonton coal is delivered to customers this winter, 1902, at \$2.50 per ton. It has been delivered during some previous winters as low as \$1.50 per ton. The usual price to farmers at the mines is \$1.00 a ton. Although wood is abundant farmers anywhere near where mines are being worked use coal for winter heating in preference to wood.

Railway and Railway Prospects

The development of an agricultural district depends on railway facilities. But on the other hand railway facilities depend on agricultural capability. Given a good farming country, desirable for residence, and if railways do not precede settlement, they will keep pace with or closely follow it. The settlement already existing in this district was the cause of the construction of the branch railway from Calgary in 1901, and the progress which the construction of that branch made possible has been the foundation of another railway project to place the whole Saskatchewan valley on a through line, extending from Lake Superior to the Pacific coast. Already 700 miles of this line is completed from the lake to where it enters upon the Saskatchewan valley in its eastern part. Every preparation is being made to push construction westward during the coming summer, and it is confidently expected that 800 miles of line will be completed before next winter. Within another year there is no doubt the line will have reached Edmonton, and will be extended onward to the Pacific coast without delay. This is the Canadian Northern railway. The construction of this railway will shorten the rail haul to Lake Superior one or two hundred miles at least, but more important than that it will give railway competition to the Edmonton district. The present railway, the Calgary & Ed-

Edmonton, is owned by an independent company, but is operated by the C. P. R. This line meets the projected Canadian Northern at the crossing of the Saskatchewan. In case of this railway passing into other hands the interests of the C. P. R. in the Edmonton district are sufficient to ensure the early construction of a directly connecting branch by that company. Already exploratory examinations have been made with that object in view.

Competition Assured

It is not generally known that when the C. P. R. company exercised their privilege of locating their land grant in any part of the Territories, after years of careful examination by experts, they chose the Edmonton district, although it was far removed from the main line of their railway and at that time had no railway, while rejecting a great deal of the land along their main line. This is at once an evidence of the superiority of the district and of the interest which that company has in it; ensuring that no other railway company will be allowed a monopoly of its trade.

Golden Cariboo as a Market

The advantages which will come to the district from being on the through line of the Canadian Northern are many. Not the least will be the re-development of the far-famed Cariboo gold mining region in British Columbia. In its day this was the richest placer gold field in the world,—or that has ever been found since. The region is known to be rich in quartz, but must await railway communication. With the opening of that district by the Canadian Northern there is no doubt that rapid development will follow, and a correspondingly good market be created for Edmonton farm products at our very doors. While we are at some disadvantage in the matter of distance as regards Kamlay we would have the fullest advantage over all competitors for the trade of Cariboo.

Open Port on the Pacific

Nor should the advantage of nearer access to the Pacific coast be overlooked. By present railway lines we are about 800 miles from the Pacific port. The C. N. R. would shorten this distance to about or under 600, and the grades would be much easier. British Columbia ports are open all winter. So that in case of a special demand occurring in any of the regions surrounding the Pacific ocean, the Edmonton producer would be in a

position to get full advantage of it. Again the possibility of reaching an open ocean port within a distance of 600 miles must have a strong corrective influence on rates on eastbound freight to Europe. The most profitable wheat growing region in the United States is situated in eastern Washington and Oregon and northern Idaho, between ranges of mountains and 300 miles from the coast. The grain produced there finds a market in England, by way of a Pacific port and the voyage round the Horn. They do not depend on the eastern haul at all, and with the Canadian Northern completed to the coast neither need the Edmonton district. Even by the present much longer C. P. R. line, if elevator facilities existed in Vancouver, it is a question if grain could not be sent from Edmonton more cheaply by way of Vancouver than by Montreal, in winter at any rate.

The Hudson's Bay Outlet

And yet again, The port of Churchill on Hudson's Bay is as near Liverpool as is Montreal. Churchill is as near Edmonton as is Fort William on Lake Superior. There is no reason why the surplus grain of the Saskatchewan valley should not ultimately find its outlet to the world's market by that route. The Canadian Northern railway company hold a charter for such a connection and there is no doubt that it will be built as soon as production justifies its building.

Western Markets Best

To sum up. So far from the extreme westerly and northerly situation of Edmonton being a disadvantage in regard to markets, it is a distinct advantage, in reaching local markets at present and in reaching the world's markets in future; either east or west.

Social and Political

Besides material matters of crops and markets, social and political conditions have much to do with the desirability of any country for residence. There must be security for life and property, the progressive and intelligent citizen of the present day must feel that he has full share in the direction of public affairs, both of the greater and the lesser degree. No citizen of a free and enlightened country, could otherwise be content, no matter how favorable his material surroundings and condition. And no man who could or would be so content is a desirable citizen in a self-governing country, such as Canada. To those who have read up the conditions on the western frontier of the United States

and judge of the conditions of all pioneer communities by that standard the Canadian West would be a surprise. Canada never had a frontier in the sense that any part of its territory was "west of the law." From the time that Canada assumed control of the Territories there has been the most absolute security for life and property. This was provided by the maintenance in the far outlying country, not of military forces, but of mounted police, who stood to actively uphold personal rights against unlawful abuses or trespass from any source. The effect of this early enforcement of law and order has been to enable the formation of a public sentiment and the establishment of social conditions which could not otherwise have been reached for many years. Life and property are as safe in both town and country, even on the most isolated ranch or homestead, as in the older settled parts of Eastern Canada or the United States. With this general sense of security comes the establishment of the conveniences and advantages of civilization at the very earliest date at which growth of population will admit.

Schools.

The first and greatest necessity of a progressive civilization is schools. These are under the sole control of the local legislature elected by the people of the Territories, and of the trustees elected by the ratepayers. School districts are formed on a vote of the prospective ratepayers of the proposed district. Bonds may be issued for the erection of school buildings subject to the approval of the department of education. Every means is taken to ensure a proper qualification on the part of teachers and the educational standard of the Territories is very high. The salaries paid to teachers varies from \$35 to \$50 a month in country district, and runs up to \$1,400 in the case of principals of town schools. Only a small part of the teachers' salary is paid by taxation on the district. Until last year 70 per cent was paid by the local government and 30 per cent by the district. A recent change in the law has altered this proportion somewhat, making the proportion paid from local taxes rather heavier in the town schools. Only one series of authorized school books is used in all schools. Religious teaching as directed by the trustees may be given for half an hour each day, but this is not compulsory. Separate schools are allowed to the Catholic or

Protestant minority in a public school district. But in such schools the grading of teachers and the class of studies, outside of religion, are the same. The government thoroughly recognizes the great need of good schools and all legislation is shaped to the advantage of pioneer communities in school matters. But still people must help themselves. In rural school districts the tax is on land only. This system is adopted as a means of compelling the non-resident land holder to carry a fair share of the local burdens. Country school districts must not be more than five miles square and the school house must be as near the centre of the district as possible.

Local Improvement Districts.

There are no county municipalities in the Northwest. Their place is taken by local improvement districts. There are two systems, but the one prevailing in the Edmonton district is that when the area within a surveyed township has a certain resident population it is proclaimed a local improvement district. The resident-rate-payers elect an overseer, for a two years' term. The overseer makes an assessment of \$2.50 on each quarter section of taxable land. This tax is payable in money or labor in the case of residents, but in the case of non-residents must be paid in cash. The levy is made by the overseer, who superintends the work done and expends the money, making his return to the Territorial government. Unpaid taxes are collected by the local government without expense or trouble to the district and the money handed over to it. It will be seen that the needs of education and of road improvement are met with the least possible waste of taxes.

Taxes.

The only taxes in the country districts are those for roads and schools above mentioned. The road tax is a fixed amount of \$2.50 per quarter section per year; and the school tax a varying amount, dependent on the financial standing of the school district and its immediate needs, varying all the way from \$4 to \$10 per quarter section, but very seldom reaching the latter amount. This is a lower rate of taxation than prevails anywhere else in Canada or the States, and is well worth the careful consideration of intending settlers. No tax is paid to the Territorial government and no direct tax to the federal government.

Local Government Cheap and Efficient.

To understand the case thoroughly for purposes of comparison; Canada, although a part of the British empire is for all internal purposes practically a sovereign power, paying no tax for other than her own purposes, and having the only say regarding that tax. The national revenue is raised by a system of customs and internal revenue duties. No tax on land or property is levied by the national government. Canada is a confederation of provinces. The Northwest Territories was acquired by confederated Canada by purchase from the Hudson's Bay Company. It is represented in the national parliament on the same terms as every other part of the country. It has been granted a local legislature and government with powers of legislation and administration similar to those held by the several provinces. The local or Territorial government has sole authority in educational, municipal and personal matters. It has the power to tax for Territorial purposes. It delegates this power to the educational and municipal organizations created by it, but does not itself exercise it or benefit by it. Its principal source of revenue is a sum voted for that purpose by the federal parliament, in the place of the fixed subsidy which the provinces draw from the national revenues under the terms of confederation. It is from this sum that the aid to schools is given and the necessary expenditure on the larger public works is made. It is because of the simplicity and therefore little cost of the local governmental machinery, and that there is no debt to pay interest on that such a large proportion of the Territorial revenues are available for direct expenditure on schools and roads.

The Most Lightly Taxed Country.

It should be remembered that the national revenues from which the territorial and provincial subsidies are provided in Canada are raised by customs duties averaging somewhere between 25 and 30 per cent. as compared with customs duties in the United States averaging over 50 per cent. That instead of a direct tax for state purposes besides, such as is levied in the United States, the expenses of the territorial and provincial governments are borne by this 25 to 30 per cent customs rate. That 70 per cent of the expense of school teachers salaries in the Territories comes out of the same fund without direct taxation on the people. That the large local public works in the Ter-

ritories are provided out of the same fund without a cent of state or municipal taxation. And that in the road or local improvement tax the settler is given all possible advantage as against the non-resident speculator, while the costs of management are a merely nominal sum to the overseer, for his time actually employed. Canada is the most lightly taxed country in the world and the Territories are the most lightly taxed part of Canada, while enjoying every advantage that comes with good government.

Manhood Suffrage.

Manhood suffrage and the secret ballot prevail in federal and territorial elections, but in school districts, local improvement districts, and village, town and city municipalities only those vote who hold taxable property, and in some school matters, the vote is restricted to resident ratepayers. Unmarried women who own taxable property have a vote in school and municipal matters but not in territorial or federal elections.

Religious Privileges.

The gospel has kept pace with the law in influencing social life in the Northwest. Or rather it may fairly be said to have prepared the way for the establishment of the law which it now aids so greatly to uphold. Missionary enterprise has been a prominent feature of pioneering in the Northwest for the past fifty years. The Christian zeal of the various church bodies of Eastern Canada has never allowed the Northwest to lack Christian teaching. And the same zeal is manifested in the west as fast as its various settlements become able to provide for their own churches. Today the various Protestant bodies, Methodist, Presbyterian, Anglican, Baptist, and Lutheran are strongly represented in the Edmonton district. The seat of the Roman Catholic diocese of St. Albert is at St. Albert, nine miles northwest of Edmonton, with congregations in many parts of the district. And the Orthodox Greek church has a following of several thousand. The Salvation Army is represented in most of the larger towns of the Northwest including Edmonton.

Mutual Advantage Between Town and Country

The country is a necessity to the town, The town is merely a convenience to the country. But proximity to a town is an advantage to the farm in proportion to its size and the character of its business. If the town is merely a local market place, where grain is sold and supplies purchased,

the advantage of proximity is not nearly as great as if it has other trade. The town which is a great wholesale centre, whose business is to ship flour and bacon and butter and oatmeal and other manufactures from the products of the farm direct to consumers is a much better farmers' market than one which is merely a point of collection for the great wholesale centres, quite irrespective of the mere population of the place. The town so situated is not only a better place for the farmer to sell his products, but it is also a better place for him to purchase his requirements. The middleman must always have his profit. Frequently it exceeds the profits of the producer. The fewer handlings between producer and consumer the better prices the one gets and the better values the other. The town of Edmonton is the business centre of the Edmonton district. It is above everything else a point of wholesale trade. Its merchants distribute the products of the farm, as well as goods imported, direct to the traders and Indians throughout the great Mackenzie basin—a trade which extends 2,000 miles, right to the shores of the Arctic. As already indicated elsewhere they also distribute farm products direct to the mining and lumber camps of Roote Bay. In order to reach his ultimate market the farmer here pays for only one handling instead of two or more and consequently gets better proportionate prices. The same rule holds good in his purchases. The merchants of Edmonton because of their large trade and strong capital import direct in carlot from original markets. And as competition is keen the farmer gets the benefit. These facts have led to the moderately close settlement of the district immediately surrounding the town of Edmonton for a distance of about thirty miles in every direction, and to a considerable corresponding increase in the price of land. While homestead land may be had to any extent on the outskirts of this area it is recognized that where men are farming for profit it is worth something to them to get land near town. Were such advantages as are found in the district immediately surrounding the town of Edmonton confined to a narrow valley—land here would be worth \$50 to \$100 an acre. But owing to the illimitable area of free land immediately adjoining, which itself by railway construction may soon become as much as valuable, the price is kept down as yet to an

average of \$6 to \$12 an acre according to location, condition and improvements. Within the radius mentioned are all the advantages of civilization to be found in any country, with a great deal of free pasture on as yet unoccupied land. Schools are numerous and good. The initial cost has already been borne so that the present expense is not great. There are many churches and missionaries. Roads are good except in very wet weather. There is every advantage and convenience of country life, the richest of soil, and a climate unexcelled for health and vigor, a cash market for produce, and cheap supplies.

EDMONTON.

Of the town of Edmonton itself it need only be said that it is the centre of trade for the Edmonton district of the Saskatchewan valley and for the Mackenzie basin. A region comprising about one-sixth of the total area of Canada. That with the extension of a railway through northern British Columbia by way of the Jasper pass, its sphere of influence will be still further widened. That as it was the most important trading post of the Hudson's Bay Company on the Saskatchewan, a hundred years ago, so it is the most important trading point now. And as it was on the then used trade route from east to west across the mountains so it will be on the through line of the Canadian Northern railway soon to be constructed. It is reasonable to believe that as its geographical position makes it the trade centre for the Mackenzie basin, so it will remain when that region is connected with the outside world by railway.

Situation.

The town is situated on the northern bank of the immediate valley of the Saskatchewan, and is some 200 feet above the river. The site includes two river flats on which are the mills, brick yards, electric light station etc., at an elevation of about forty feet above low water. The situation is most picturesque and healthy. At the last census taken in the spring of 1901, the population was 2,676, but has since increased considerably. It has a large number of wholesale houses as well as retail stores and stocks of goods carried are large and well selected. It is the judicial and postal as well as commercial centre of the district. It has a complete telephone and electric light system and telegraph communication both east and south.

Business Establishments.

- 3 chartered banks.
- 2 wholesale grocery houses.
- 3 large general outfitting houses.
- 3 hardware stores, wholesale and retail.
- 9 general stores.
- 2 dry goods stores.
- 2 gent's furnishings.
- 1 retail grocery.
- 4 drug stores.
- 2 furniture stores.
- 2 undertakers.
- 2 jewelry stores.
- 3 millinery stores.
- 2 stationery stores.
- 4 harness shops.
- 3 bakeries.
- 5 confectionaries.
- 5 butcher shops.
- 7 hotels.
- 3 wholesale liquor stores.
- 8 restaurants.
- 7 livery stables.
- 4 implement agencies.
- 6 grain warehouses.
- 5 fur buyers.
- 1 auction room and second hand store.

Industrial Establishments.

- 1 roller process flour mill.
- 1 saw mill.
- 1 electric light plant.
- 1 telephone exchange.
- 2 brick yards.
- 1 pork packing establishment.
- 1 foundry and machine shop.
- 2 saw factories and planing mills.
- 1 cartage company.
- 1 brewery.
- 1 treated water works.
- 1 cigar factory.
- 1 marble works.
- 1 dye works and laundry.
- 1 steam laundry.
- 5 Chinese laundries.
- 1 tannery and carding mill.
- 1 creamery.
- 7 blacksmith shops.
- 1 gunsmith.
- 2 wagon shops.
- 3 shoe shops.
- 5 tailor shops.
- 3 barber shops.
- 7 dressmaking establishments.
- 1 photograph gallery.
- 2 semi-weekly newspapers.

Public Institutions.

- 2 high school departments.
- 8 public school departments.
- 1 separate school, 3 departments.
- 6 churches, Presbyterian, Methodist, Anglican, Baptist, German Baptist, Roman Catholic.
- 1 Salvation Army barracks.
- 3 hospitals, General, Public and Maternity.
- 1 public reading room.
- 1 club.

Public Offices.

- Dominion lands office.
- Land registry office.
- Customs office.
- Inland revenue office.
- Clerk of court.
- Police magistrate's office.
- Seat of court for the district.
- Post office.
- Meteorological office.
- Mounted police detachment.
- Immigration hall.

Professions.

- 7 chergymen.
- 6 law firms.
- 6 physicians.
- 3 dentists.
- 3 veterinaries.
- 1 land surveyor.
- 3 architects.

Societies.

- 2 Masonic lodges.
- 1 Masonic chapter.
- 1 Oddfellows.
- 1 Knights of Pythias.
- 1 A. O. U. W.
- 1 Woodmen.
- 1 A. O. F.
- 1 I. O. F.
- 1 Maccabeas.
- 1 St. Andrews.
- 1 St. Jean Baptiste.
- 1 C. M. E. A.

Amusements.

- Curling club, and covered rink.
- Skating rink.
- Hockey club, and rink.
- Golf club, and links.
- Opera House.

The school inspector for the district resides in Edmonton and a normal school for third class teachers is held annually. A new brick school building costing \$30,000 is now in course of erection.

A strong agricultural society has been organized in Edmonton, as a joint stock company. Convenient grounds have been secured and fenced, a half mile track laid out, a grand stand with booths underneath completed, also an agricultural hall and a large amount of stabling and shed room for stock. It is the intention to hold an annual summer show, which shall be thoroughly representative of the district.

Mails are distributed from Edmonton direct to Spruce Grove and Stony Plain, Horse Hills, Nemo, Duagh and New Lunnon, Bon Accord, Athabasca Landing, Lesser Slave lake and Peace river. To St. Albert for distribution from there and to Fort Saskatchewan for distribution from there.

Besides a first class local telephone service it has telephone communication with St. Albert, Morinville, and Legal to the north and to Strathcona, Ellerslie, and Beaumont to the south.

Strictly Up-to-Date.

It will be seen from the foregoing list that the importance of the town as a business centre is not indicated by its population. It has been incorporated since 1890 and has many miles of graded streets and sidewalks, a brick city hall; a first class steam fire engine, and chemical; and steps are now being taken to instal a complete wat-

erworks and sewerage system, which work will probably be in progress during the current year, 1902.

Attractive Situation.

Beautifully situated, overlooking the Saskatchewan valley, in the centre of a magnificent agricultural district, enjoying all the advantages of civilization, with cheap food and cheap fuel, Edmonton is recognised as the most desirable residence town in the Territories, as well as the busiest. The climate is bracing and invigorating and tends to strongly build up the constitution. Gardening is one of the features of the place to which the rich soil lends itself readily. Small fruits such as red, white and black currants, strawberries, gooseberries, raspberries, etc., grow abundantly, and bees are kept successfully in the district. There are many large and handsome residences.

Solid Business Basis.

The strongest proof of the great future of Edmonton is that it has achieved its present population and business standing while the railway was still on the opposite side of the river and valley, and the station was nearly four miles distant from the business centre of the town. That the town could increase and flourish under such conditions argues that there are strong natural reasons for its being the business centre that it is. At the same time the distance from the railway station and the inconvenience resulting has been a very considerable bar to progress. Until the spring of 1899, the river had to be crossed by ferry in the summer time. At that date a magnificent concrete and steel railway and traffic bridge was completed by the federal government at a cost of about \$100,000, to which the town contributed \$25,000. The bridge is 720 feet in length. During the summer of 1901 and the current winter the Canadian Northern railway company has been engaged in constructing an extension from the C. & E. railway line to the bridge and into the town of Edmonton. The work was heavy and expensive, but the grade is now, Jan. 31st, 1902, almost completed, and there is no doubt that trains will be running into Edmonton during the summer of 1902. The construction of this railway extension is preliminary to the further construction of the C. N. R. westward to the Jasper Pass. Once the river is crossed there is no doubt that railways will radiate from Edmonton developing fully the magnifi-

cent fertile area north and west of the town. The line of the Canadian Northern from the east is required by charter to come to the town of Edmonton. No doubt connection will be made with the present extension on the south side of the river, and the existing bridge will be used for the crossing. The bridge being the property of the government is free to all railway companies, so that it stands as a \$100,000 inducement to any railways which may hereafter be constructed to cross the Saskatchewan at Edmonton. For the ten years from the completion of the C. & E. railway in 1891, to the commencement of the C. N. R. extension in 1901, the position of Edmonton towards railway connection was its weak point. Still it grew and flourished. With the existence of the free bridge and the construction of the C. N. R. extension into the town its position could scarcely be stronger to become an important railway centre and competing point.

STRATHCONA.

Strathcona is the railway town of the Edmonton district. It is the northern terminus of the Calgary & Edmonton railway, and is situated on the south side of the Saskatchewan overlooking the river from the high bank of the valley. It is the only point on the Saskatchewan as yet touched by railway except Prince Albert, 400 miles to the east. The existence of the town dates from the completion of the railway in 1891 since which time it has been the railway shipping point for the district, and has all the advantages which come to a railway town with a daily train service. From nothing at all in 1891, Strathcona has grown in 1901 to a town of 1,500 people with shipping facilities and industrial enterprises second to none in the west. Strathcona is one of the principal grain shipping points in the west. The greater part of the grain shipped is oats, and does not require to be loaded through elevators as does wheat. The number of elevators is therefore not the same index to the amount of grain shipments that it is elsewhere. Besides, the flour and oatmeal mills at Strathcona account for a large part of the grain deliveries. The townsite of Strathcona, although chiefly situated on the upland, includes also a river flat upon which are situated a number of industrial enterprises suitable to that location, including a saw mill, planing mill, etc., boat building establishment, brick yard and tannery. The river is crossed by ferry at this point in summer.

Industrial

- 5 grain elevators.
- 1 roller process flour mill.
- 1 oatmeal mill.
- 1 foundry and machine shop.
- 1 electric light plant.
- 1 saw mill.
- 1 boat yard.
- 1 brick yard.
- 1 tannery.
- 1 brewery.
- 1 shoemaker.
- 2 barbers.
- 5 blacksmith shops.
- 1 tailor.
- 1 Chinese laundry.

Commercial

- 1 bank.
- 6 general stores.
- 2 hardware stores.
- 1 furniture store.
- 3 implement agencies.
- 1 gent's furnishings.
- 1 book and stationery store.
- 3 drug stores.
- 2 meat markets.
- 2 confectioners.
- 1 jeweler.
- 6 hotels.
- 4 liveries.
- 1 photographer.
- 1 lumber yard.
- 1 second hand store.
- 1 millinery store.
- 4 restaurants.

Professional

- 3 law firms.
- 3 physicians.
- 1 dentist.

Public Institutions

- 5 churches, Methodist, Presbyterian, Baptist, Anglican and Roman Catholic.
- 1 high school, 3 departments.
- 1 public school, 6 departments.
- 1 separate school.

Societies

- 1 Masons.
- 1 Oddfellows.
- 1 I. O. F.
- 1 A. O. F.
- 1 Orangemen.
- 1 Workmen.
- 1 Woodmen.
- 1 Maccabees.

There is an office of Dominion lands, and also a large hall for the free accommodation of immigrants, in Strathcona. Also a customs office.

There is a strong agricultural society, which holds very successful annual exhibitions. Grounds are purchased and fenced and a good half mile race track laid out.

The town is lit by electric light, has a complete telephone service, connected with Edmonton, and also with Ellerslie and Beaumont settlements to the south. A municipal council directs the town affairs. A first class gasoline fire engine and chemical protects against fire. There is a good mileage of graded streets and sidewalks, and in all particulars the town

is up to date. There are many handsome residences and the town is growing rapidly. There are two brick school buildings, the most recently erected of which cost \$20,000.

Local mails are distributed from Strathcona to Beaumont, Clover Bar, Agricola, and Fort Saskatchewan, and to all points along the railway line. There are five mails a week each way between Strathcona and Edmonton and in and out on the railway.

Strathcona and Edmonton have always been rivals for the trade of the district. It is the best evidence of the value and growth of that trade that both have flourished. While Strathcona had the advantage of situation in the railway shipping trade Edmonton had the advantage in the northern outfitting trade. While the rivalry of the two towns may have had some ill effect on their growth it has been distinctly to the advantage of the district at large in preventing monopoly in trade of any kind. At this date they have about concluded that there is room enough for both, and are settling down to recognize their community of interest, as the trade centre of the most fertile district in the Territories.

FORT SASKATCHEWAN.

Fort Saskatchewan is an important village situated on the south bank of the Saskatchewan river, about eighteen miles northeast of Edmonton. It is the centre of trade of an agricultural region second to none in the Edmonton district. The fort, or rather barracks, was built in 1874, and made the mounted police headquarters for the district, which it still remains. The banks of the Saskatchewan are comparatively low here and this is considered to be a very favorable point for a railway crossing in the event of a line coming from the east. There is a ferry crossing of the river. For the present the main dependence of the town is the excellent agricultural region which surrounds it. The business of this region is very greatly attracted by the existence of a roller process flour mill, erected a number of years ago, which is now running night and day and has been ever since December 1st. For the previous three months it was running until midnight. The capacity is 75 to 100 barrels in 24 hours. Power is furnished by two engines a 50 and a 20 horse power. The mill is lit by electric light from a 60 light generator, which also lights the hockey rink adjoining. Eight hands are employed. Coal is brought from

mines at Clover Bar midway between Strathcona and Edmonton. There is an elevator with a capacity of 23,000 bushels. There is a chopping apparatus in connection, which has a capacity of 50 sacks a day. Grain chopped is mostly second class wheat and oats. Flour is supplied to Athabasca Landing, Lac la Biche, the Galician settlements, Beaver lake settlements, and Edmonton. The miller reports that a third of the wheat coming to mill this season is No. 1, and that very little of the remainder is seriously damaged.

The mounted police barracks is an important feature. It is the headquarters of a division. So many men are kept on outpost duty that the number in barracks is never very large. The superintendent of the division, an inspector and the headquarters staff are here. Also the jail for the district.

There is a sub-agency of Dominion lands.

A telegraph office on the government line which extends from Edmonton to Uxapalle.

A post office with a twice-a-week mail service, which distributes to a number of other offices.

There are a Presbyterian and an Anglican church with resident pastors. Also a Methodist congregation and pastor, who propose soon to erect a church. There is a Roman Catholic church on the north side of the river.

The public school has two departments and a large attendance.

There is a strong agricultural society which holds annual exhibitions.

There is a masonic and an Orange lodge.

As already mentioned the curling rink is lit by electric light.

The business establishments include:

- 3 general stores,
- 2 hardware stores,
- 2 hotels,
- 2 implement agencies,
- 1 drug store,
- 1 harness shop,
- 1 livery stable,
- 2 blacksmith shops,
- 2 butcher shops,
- 1 barber shop,
- 2 physicians.

Mail is distributed at Fort Saskatchewan, for Lamoureux, Beaver Hills, Bruderheim, Star, Wostok, Mahawan, Whitford, Borwick, Pagan, Saddle lake, St. Paul de Metis, Whitefish lake, Lac la Biche, Ross Creek, Beaver lake, Vegreville, Logan, Tofield and Northern post offices, and the trader for all these settlements centres largely at Fort Saskatchewan.

ST. ALBERT.

St. Albert village, mission and settlement is situated nine miles northeast of Edmonton. This is the oldest farming settlement in the district, and lies chiefly on the north bank of the Sturgeon river and Big lake. The village lies in the valley of the Sturgeon where it is spanned by a large wooden bridge, at the point at which it leaves the lake. The mission, which is the chief centre of interest occupies a beautiful and commanding position on the north bank of the Sturgeon valley, over looking the village below and having a beautiful view of the Big lake to the west and the Sturgeon valley to the east. This is the seat of the Roman Catholic diocese of St. Albert which includes all the western part of the Territories. A large handsome and costly brick cathedral is now being constructed to replace the present building which has been outgrown by the settlement.

The bishop's palace is a very handsome building, especially considering that it was erected before the advent of railways in the district.

The grey nuns or sisters of charity have a convent, hospital, Indian orphanage, and school occupying a number of large and sightly buildings in handsome grounds.

The village transacts a large amount of the business of the thickly populated region lying north and west. The post offices served from St. Albert, are an index to the number and importance of the tributary settlements. They are Morinville, Egg lake, and Legal to the north, Rae, and Riviere Qui Barre to the northwest, And St. Pierre and Villeneuve to the west. The village contains;

- 2 large general stores.
- 2 hotels.
- 2 physicians.
- 1 police detachment.
- 1 harness shop.
- 2 meat markets.
- 1 wholesale liquor store.
- 2 implement agencies.
- 3 blacksmith shops.
- 1 shoemaker.
- 1 milliner and dressmaker.
- 1 Chinese laundry.
- 1 fruit store.
- 1 planing and grain crushing mill.
- 1 barber shop.
- 1 carriage shop.
- 1 restaurant.
- 1 bakery.
- 3 feed and sale stables.
- O. M. B. A. society.
- Public hall.

Telephone connection with Edmonton and Morinville.

Mail is carried three times a week between St. Albert and Edmonton.

A large brick yard has been established by the mission to provide material for the new cathedral. The capacity is 12,000 a day, and it will employ 10 men. The cathedral will be 72x178 feet.

CLIMATE OF EDMONTON DISTRICT.

The seasons are divided as follows;

Snow leaves, plowing begins, and river breaks up early in April. Rains begin, crop grows, and trees leaf out in latter end of May. June and July are the months of principal rainfall and growth. Crop begins to ripen in August, but September is the harvest month. Crop growth ceases in September with the early fall frosts, averaging about the 20th. The ground freezes and the river closes early in November. Sleighing generally comes late in December, and continues until late in March. The snow is seldom more than two feet deep, seldom drifted and never crusted.

Temperature.

The following table gives the highest and lowest temperatures at the government meteorological office, Edmonton, for the months and years mentioned. Also the actual average temperature for the month:

1898.	Highest.	Lowest.	Average.
May,	81	29	55.1
June,	94	25.5	59
July,	87	40	62.9
August,	87.5	39	62.9
September,	80	29	52.8
October,	58	16	35.5
November,	51.5	-21	22.6
December,	47.5	-32	23
1899.			
January,	44.5	-25	9.2
February,	53.5	-41.5	2.8
March,	39	-21	8.5
April,	71	-6	36.8
May,	75	10.5	47
June,	81	35	57
July,	82	32.5	56.1
August,	82	32.5	55.7
September,	77	32	53.2
October,	82	12.3	38.2
November,	60	20	39.8
December,	53	37	14.4
1900.			
January,	48	30	17.1
February,	40	-40	5.5
March,	55	-20	19.9
April,	78	26	46.4
May,	78	32	55.7
June,	86	37	59.4
July,	82	38	59.4
August,	80	33	58.1
September,	76	12	48.3
October,	68	22	40.4
November,	62	-16	21.7
December,	44	-9.5	23.1
1901.			
January,	45	-29	13.0
February,	56	-27	14.9
March,	56	-12	28.2
April,	69	10	39.8

May,	67	30	54.8
June,	80	34	53.1
July,	83	42	60.9
August,	85	38	61.4
September,	77	26	45.1
October,	74	10	47.2
November,	59	-3	22.0
December,	45	-24	20.5

1902.

Ja. up to 18th, 50. -2. 26.

Rainfall and Wind.

The following table gives the inches of water falling as rain or snow; highest velocity of wind, and general direction of wind for each month mentioned;

1898	Precipitation.	Highest Velocity of Wind.	General Direction of Wind.
December,	.28	20.00	Northwest.

1899.

January,	1.09	19.0	North.
February,	.21	16.7	Northwest.
March,	.33	14.3	Northwest.
April,	1.7	21.3	Northwest.
May,	2.28	26.7	Northwest.
June,	2.93	15.0	Northwest.
July,	6.43	8.0	East.
August,	6.43	12	Northwest.
September,	1.4	14.3	Northwest.
October,	1.07	17.5	East.
November,	.59	23.8	Northwest.
December,	.78	10.0	West.

1900.

January,	.78	9.0	Northeast.
February,	2.18	15.0	West.
March,	1.93	12.0	East.
April,	2.60	21.0	Southeast.
May,	2.71	14.0	Southeast.
June,	3.77	12.0	West.
July,	3.91	12.3	West.
August,	4.18	14.0	West.
September,	3.16	20.3	West.
October,	1.16	17.0	Southeast.
November,	.18	14.0	Northwest.
December,	1.25	12.3	Northwest.

1901.

January,	.46	13.7	Northwest.
February,	1.5	13.3	North.
March,	.30	28.7	Northwest.
April,	1.11	10.1	North.
May,	2.02	12.7	West.
June,	3.00	13.0	East.
July,	11.10	12.0	West.
August,	.72	9.3	West.
September,	4.23	17.3	North.
October,	.47	15.0	Northwest.
November,	.11	22.0	Southeast.
December,	.1	20.0	Westerly.

1902.

Jan. to 18th. .28. 18.0 West.

RIVER NAVIGATION.

The Saskatchewan river is the great physical feature of the Edmonton district. It rises in the Rocky Mountains and flows northeasterly to a point about 60 miles northeast of Edmonton. There it turns easterly and then southeasterly, finally emptying into Lake Winnipeg. It is navigable for large steamers to Edmonton, and for smaller steamers to Rocky Mountain house, 150 miles above. The up-

per waters of the river in the foothills of the Rockies and a great deal of the upper part of its course from a point 60 miles above Edmonton, is well wooded, ensuring a supply of cheap lumber to the settlements in the agricultural regions along its banks for many years. The vast coal measures along its banks are also made easily accessible by the navigation of the river independent of railways. The scenic beauty of the valley and the gold bearing character of its gravel bars, —now being worked by steam dredges —add very greatly to the attractions of the district.

The Great North.

The great Mackenzie basin which includes the Athabasca and Peace river regions lies north and northwest of Edmonton, and is rendered accessible throughout its vast extent by the navigable waters of the lake and river system which unite to form the Mackenzie, in its thousand miles of course from Great Slave lake to the Arctic ocean. A portage of 100 miles lies between the navigable waters of the Saskatchewan at Edmonton and the navigable waters of the Athabasca at the Landing, from which point there is down stream navigation with only two breaks to the Arctic ocean. Food supplies can therefore be distributed at the cheapest possible rate from Edmonton throughout all that vast region. This is a present outlet for a large part of the food surplus of the Edmonton district, and as its varied resources are developed no doubt that market will increase. There are on the Athabasca deposits of petroleum of unexampled extent, and deposits of salt and coal, and copper and lead at various points on the Great Slave and Mackenzie rivers. Enough is already known to ensure a great industrial development in that region at no distant day.

The Peace river, a region of wonderful beauty and fertility, lies some 350 miles northwest of Edmonton. The climate and soil are equal to the Edmonton district, while in scenic beauty it is world famous. Farming has been carried on successfully at several points on the Peace river for many years and the country only awaits the whistle of the locomotive to awaken it into industrial activity. As an indication of the winter climate and also of the amount of trade at present done it may be mentioned that during all the present winter teams have been hauling freight from Edmonton to Peace river, and that during the month of January two firms shipped to Athabasca Landing, Lesser Slave lake and Peace river over 800,000 pounds of supplies, freighters sleighs.

LEDUC.

Is a rising town and settlement on the C. & E. railway line 20 miles south of Edmonton. It is in the park region of the Saskatchewan valley and offers, intending settlers all the advantages of the richest of soil, plenty of open land, abundance of timber for all farm purposes, luxuriant hay and pasturage, and good water. Settlement has spread west and east from the town, for a distance of 18 to 20 miles in both directions, and leading roads have been opened for these distances. The Conjuring Creek settlements to the west have two post offices, Conjuring Creek and Calmar, and a weekly mail from Leduc. The easterly road gives connection with the Hay lakes settlements and is the shortest road from a railway point to the south Beaver lake and Vermilion country, now settling very rapidly. Clearwater is an important settlement to the northeast. Homesteads may still be found outside a radius of 7 to 9 miles of town. The exceptional richness of the soil of Leduc may be judged from the fact that several flat car loads of soil were taken by the railway company to fertilize the company's garden at Medicine Hat, nearly 500 miles distant. The soil does not burn out with drouth. Several townships at the outskirts of the westerly settlements, as yet unsurveyed, are to be opened to settlement shortly.

Besides the ordinary poplar suitable for fuel, fencing, and outbuildings there is a good supply of spruce, poplar and white birch, suitable for sawing. There are at present four portable saw mills engaged in sawing for local use.

Although the land is very level immediately surrounding the town, it rises beautifully toward the Beaver Hills, eastward, and to the west the valleys of several large creeks draining to the Saskatchewan give a desirable variety to the surface.

Settlement did not begin at Leduc until some years after the completion of the railway, in 1901. Subsequent progress may be judged by the fact that 30,000 pounds of binder twine and 50 to 60 binders were sold by Leduc dealers last summer. The extent and character of the farming done around Leduc may be judged by the market deliveries and railway shipments. Since harvest 1901 there has been marketed at Leduc;

Oats,	196,500 bushels.
-------	------------------

Wheat,	25,000 bushels.
--------	-----------------

Shipped out by rail, during 1901;

200 head fat cattle.

14 cars live hogs.

16,740 lbs. dressed hogs.

1,207 cases eggs.

It is estimated that there is still in farmers' hands to be marketed, exclusive of seed and feed;

Oats,	75,000 bushels.
-------	-----------------

Wheat,	15,000 bushels.
--------	-----------------

Arrangements are being made for the establishment of a pork curing industry on a large scale.

The Leduc Milling Co. operate a full roller process flour mill, of 60 barrels capacity, which has been running night and day all season. The produce finds a market locally and at points along the C. & E. line. The price paid for wheat this fall has been 55c. Most of the wheat graded No. 2 and 3 hard. Power is furnished by a 60 horse power, wood burning engine.

The Brackman-Ker Co. have an elevator of 40,000 bushels capacity. Power is furnished by a 12 horse power gasoline engine. Up to Christmas this elevator took in about 3,000 bushels of oats a day. The price paid for oats on Feb. 4th, 1902, was 27c. This elevator shipped on the British government contract for South Africa 15 cars of oats all weighing over 38 lbs. to the bushel. Oats are shipped chiefly to the Pacific coast and Kootenay and to the Brackman-Ker oatmeal mills.

The Dominion Elevator Co. have an elevator of 25,000 bushels capacity, 12 horse power. Last fall's average takings were 2,000 bushels a day.

There is a government sub-land agency at Leduc. Also a land guide.

Post office, and mail 5 days a week.

Public school.

3 churches, Methodist, Presbyterian and Roman Catholic.

Public Hall.

Business establishments;

- 2 general stores.
- 2 grocery stores.
- 1 dry goods and boot and shoe store.
- 1 hardware store.
- 2 hotels.
- 2 livery stables.
- 3 blacksmith shops.
- 1 shoe shop.
- 1 harness shop.
- 1 butcher shop.
- 1 pork curing establishment.
- 2 implement dealers.
- 1 lumber yard.
- 1 contractor.
- 2 grain warehouses.
- 1 drug and bookstore.
- 1 insurance office.
- 1 C. P. R. land office.
- 1 real estate office.
- 1 furniture store.
- 1 railway station and express office.

Professions;

- 1 doctor.
- 1 law office.

A coal mine is operated near town.

Leduc owes nothing to boom operations of any kind. Its development is strictly and solely the natural and necessary result of the settlement and improvement of the surrounding country, the development of which may be said only to be begun.

Owing to the fact of an new road leading east being opened out penetrating a new district west of Beaver lake, homesteads and desirable railroad lands are (at the time of writing) procurable within 7 or 9 miles of the town.

Intending settlers wanting further particulars, address W. Wade, Leduc, Alberta.

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Purchasers who do not undertake to go into residence on the land within one year from date of purchase are required to pay one-sixth of the purchase money down and the balance in five equal annual instalments with interest at the rate of 6 per cent. per annum.

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offers special inducements to the

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AND THE

Working Man



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Auditor for
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Interest allowed on Deposits.

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A General Banking business transacted.

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Holland, Manitoba.	Calgary, N. W. T.
Lethbridge, N. W. T	Hamiota, Manitoba.
Morden, Manitoba.	Hartney, Manitoba.
Souris, Manitoba.	Manitou, Manitoba.
Wawanesa, Manitoba.	Cristal City, Manitoba.
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Pincher Creek, Alberta.	Edmonton Alberta.
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29 Leading Stores, in
of the Leading Towns
WEST OF THE GREAT LAKES.

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For Generations

Our Goods have been the stand-
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Edmonton under existing condi-
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1	6	5	4	3	2	1	6
36	31	32	33	34	35	36	31
25	30	school	28	27	H.B.C.	25	30
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1	6	5	4	3	2	1	6
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Tp. No.

Tp. No.

Tp. No.

Heavy lines are Township outlines, also road allowances.

Light lines road allowances.

Dotted lines not road allowances.

School reserves Sections 11 and 29.

H. B. Co. reserves Sections 8 and 26.

No H. B. Co. reserves north of the Saskatchewan river.

Other even numbered Sections Free Homesteads.

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Ranges number consecutively west from principal meridians 1, 2, 3, 4 and 5.

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Entry fee, \$10.00.

Patent granted in three years No fee on proving up.

Patent is earned by residence on homestead six months in each of three years and cultivation of a reasonable portion of the land.

Residence is permitted with parents of homesteader if they reside on a farm in the vicinity.

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H. B. Co. lands are for sale on easy terms at prices according to location.

School lands are sold by public auction at times fixed by government.

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